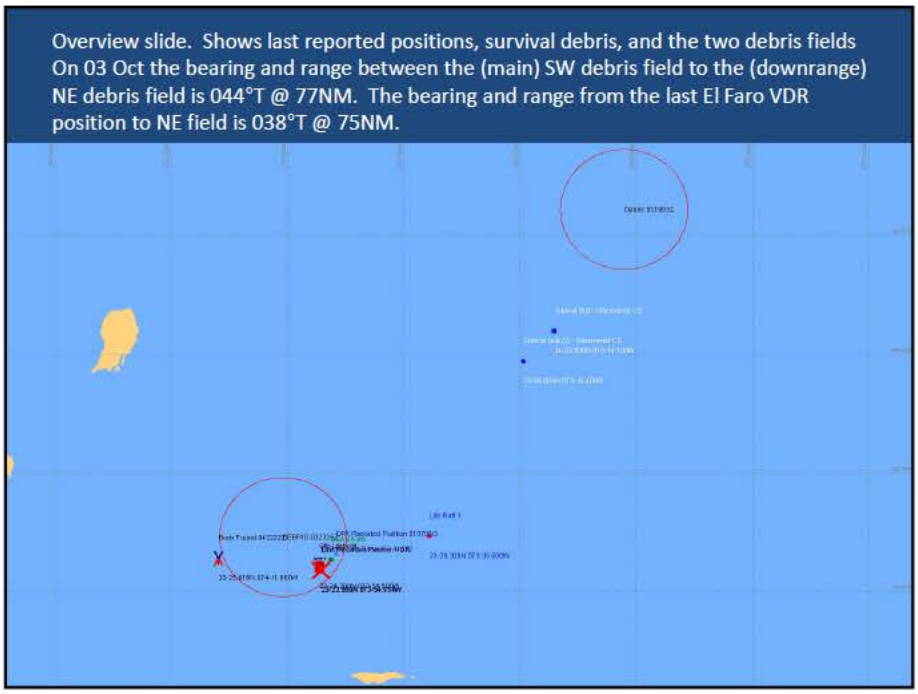
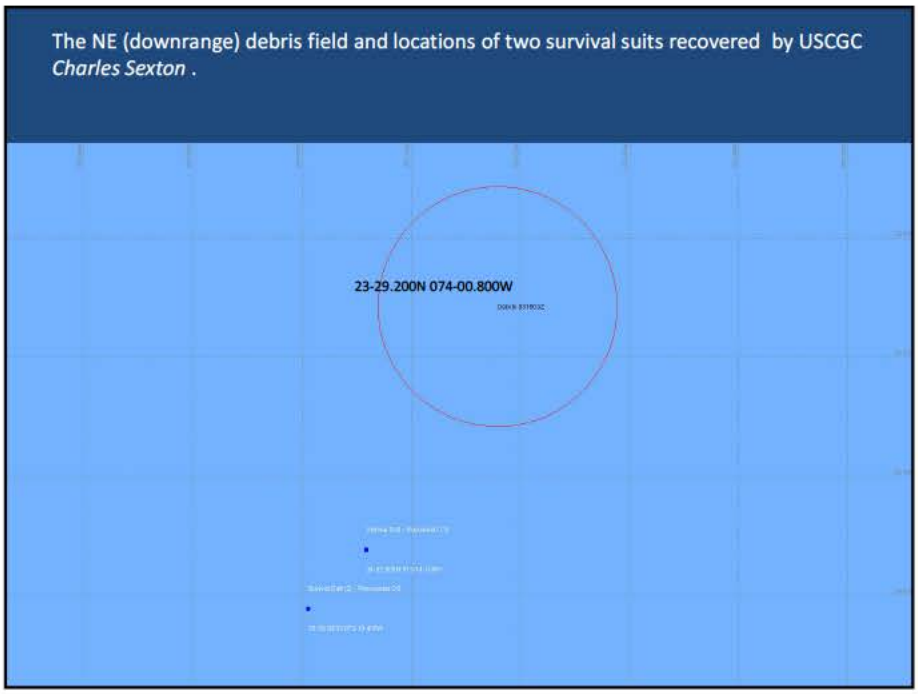
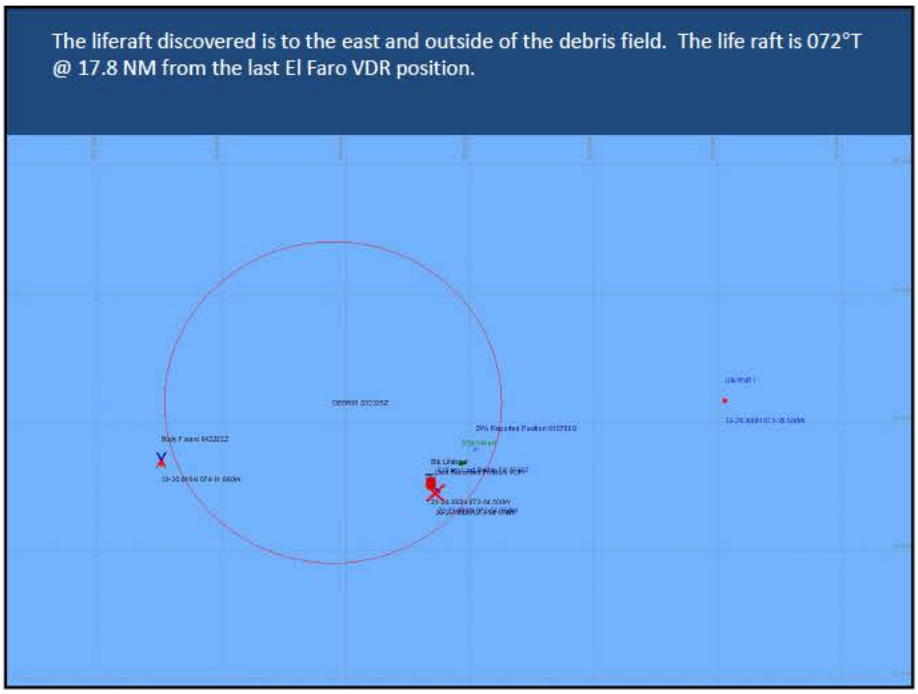


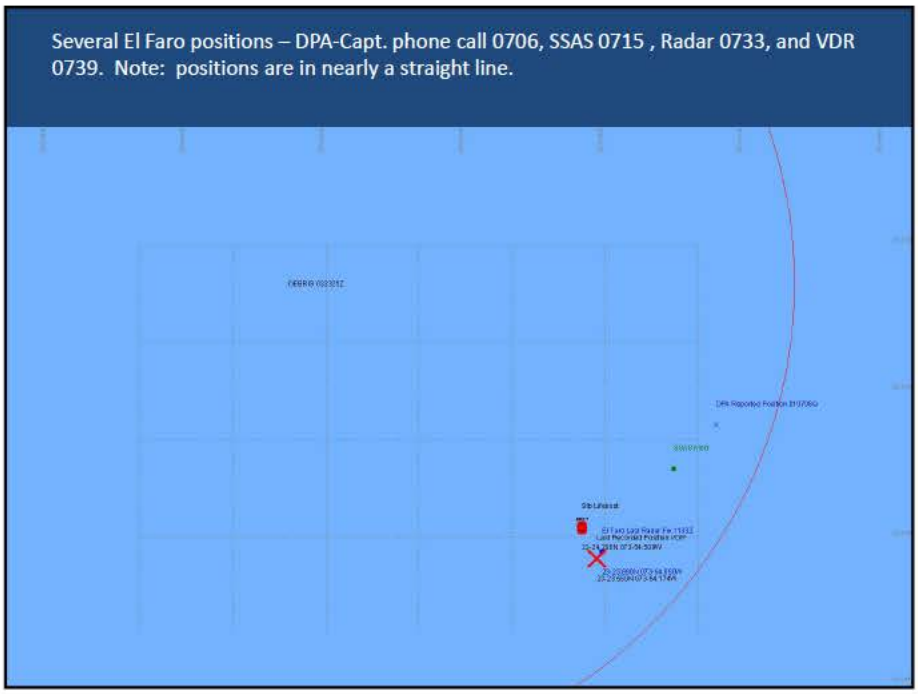
The first slide is the eye chart overview, which shows the bearing and range between the (main) SW debris field to the (downrange) NE debris field is 044°T @ 77NM.
The bearing and range from the last El Faro VDR position to NE field is 038°T @ 75NM.
Scale: distance between each horizontal line is 20 NM.



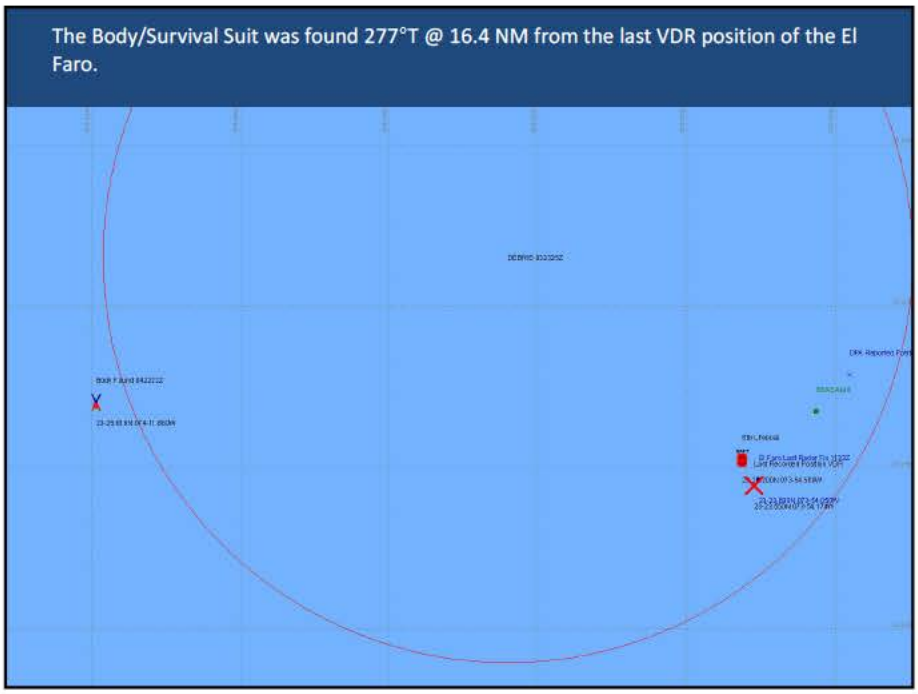
The second slide shows a close up of the NE debris field and the two recovered immersion suits (no human remains). Suits found outside the debris field.
Scale: distance between each horizontal line is 10 NM.



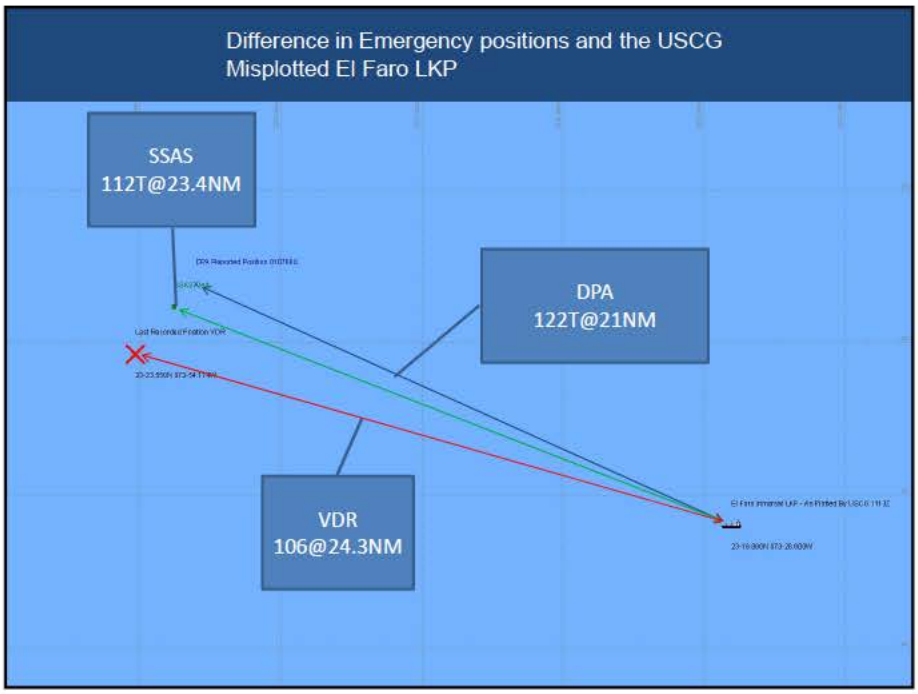
The third slide shows a close up of the SW debris field.
The last VDR position of the El Faro as a red "X."
The starboard lifeboat is shown as a red "liferaft symbol."
The human remains in the immersion suit discovered/lost is shown as an "upside-down blue/red man."
The only liferaft discovered is off to the east – last El Faro VDR posit to liferaft is 072°T @ 17.8 NM.
Scale: distance between each horizontal line is 8 NM.



The fourth slide shows a close up of several El Faro positions.
The last VDR position of the El Faro as a red "X."
The last radar position of the El Faro is the blue "box" on the arm of the "X."
The SSAS alert position is the green "box."
The DPA reported position from Capt. Davidson's phone call is the small blue "x."
Scale: distance between each horizontal line is 3 NM.



The fifth slide shows a close up of the Body/Survival Suit was found 277°T @ 16.4 NM from the last VDR position of the El Faro.
Scale: distance between each horizontal line is 4 NM.



The difference from the USCG misplotted El Faro's last known position (LKP) from three emergency positions are:

The El Faro's position passed from the Capt to TOTE's Designated Person Ashore (DPA) during the phone conversation is an error of 21 NM on a bearing of 122°.

The El Faro's position sent by SSAS is an error of 23.4 NM on a bearing of 112°.

The El Faro's position recorded by the VDR is an error of 24.3 NM on a bearing of 106°.